

The China Mail.

Established February, 1845.

VOL. XLI. No. 6728.

號八月二年五十八百八千一英

HONGKONG, WEDNESDAY, FEBRUARY 18, 1885.

日四初月正年西乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—P. ADAM, 11 & 12, Clement's Lane, Lombard Street, E.C.; GORDON & GOTCH, Ludgate Circus, E.C.; HAWKINS & CO., 37, Walbrook, E.C.; SAMUEL DEACON & CO., 160 & 164, Leadenhall Street.
PARIS AND EUROPE.—AMERI PRINCE & CO., 36, Rue Lafayette, Paris.
NEW YORK.—ANDREW WIND, 21, Park Row.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.
SINGAPORE, STRAITS, &c.—SAVILE & CO., Square, Singapore; C. HEINZEN & CO., Manila.
CHINA.—Macau: MESSRS A. D. DE MELLO & CO., Sastre; QUINN & CO., Amoy; WILSON, NICHOLS & CO., Foochow; HEDGES & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
(Incorporated in London on 18th July, 1884, under the Companies Acts 1862, to 1883.)
LONDON BANKERS:
UNION BANK OF LONDON, LTD.
BANK OF SCOTLAND, LONDON.
RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 2 1/2 per Annum.
" 6 " " 4 1/2 "
" 12 " " 5 1/2 "
Current Accounts kept on Terms which may be learnt on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED.

H. A. HERBERT,
Manager.
Hongkong, September 15, 1884. 1556

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$400,000
RESERVE FOR EQUALIZATION OF DIVIDENDS.....\$400,000
BANKER'S LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS.
Chairman—A. P. MOLESON, Esq.
Deputy Chairman—Hon. F. D. SASSOON, C. D. BOTTONLEY, M. GROTH, Esq.
H. HOPFUS, Esq.
H. L. DALRYMPLE, Hon. W. KENNEDY, Esq.
A. MCIVER, Esq.
W. H. FORBES, Esq. M. E. SASSOON, Esq.

Chief Manager, Thomas Jackson, Esq.
Manager, Ewen Cameron, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " " 4 per cent. "
" 12 " " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, August 25, 1884. 1423.

NOTICE.
RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.

4.—Deposits may be on behalf of relations, trustee, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation as a fixed deposit for 12 months at 5 per cent. per annum.

7.—Deposits may be forwarded from the Posts by means of clean Hongkong Postage Stamps of any value.

8.—Interest at the rate of 3/4 per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covered containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will be marked on Hongkong General Postage Business, be forwarded through Postage Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

FOR THE
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, April 25, 1884. 716

WITH Reference to the above, BUSINESS will be commenced on the 1st MAY, 1884.

FOR THE
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, April 25, 1884. 716

For Sale.

JUST LANDED.

EX 'GLENEARN.'

OUR NEW MAKE

ENGLISH
BOOTS AND SHOES.

LANE, CRAWFORD & CO.

Hongkong, January 24, 1885. 130

Intimations.

HONGKONG AND WHAMPoa DOCK COMP'NY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, No. 14, Praya Central, on TUESDAY, the 24th February, at 3:30 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 31st December, 1884.

The Transfer BOOKS of the Company will be CLOSED from TUESDAY, the 10th to TUESDAY, the 24th February, both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, January 28, 1885. 173

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of February current, at 11:30 o'clock a.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1884.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, February 5, 1885. 209

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER of SHARES of this CORPORATION will be CLOSED from the 14th to the 28th February current (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, August 25, 1884. 1423.

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T. JACKSON,
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Hongkong, April 25, 1884. 716

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FOR THE
HONG

THE CHINA MAIL.

[No. 6728.—FEBRUARY 18, 1885.]

For Sale.

FOR SALE.

FAIRBANKS' SCALES.

DEVOE'S NONPAREIL KEROSINE OIL.

PAINTS and OILS, TALLOW and TAR, PITCH and ROSIN.

AN INVOICE OF PARLOUR AND COOKING STOVES.

EX-LATE ARRIVALS.

CHATEAU MARGAUX.

CHATEAU LA TOUR, pints & quarts.

REES GRAVES,

BREAKFAST CLARET,

SACCOONE MANZANILLA & AMON-

TILLADO.

SACCOONE OLD INVALID PORT (1848).

HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.

COURVOISIER'S BRANDY.

FINEST OLD BOURBON WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

BOORD OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOLLY PRAT & CO.'S VERMOUTH.

JAMESON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

BASS'S ALE, bottled by CAMERON and SONS, pints & quarts.

GUINNESS'S STOUT, bottled by E. & J. BURKE, pints & quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in hogsheads.

MILNER'S PATENT FIRE-PROOF SAFES, CASE and PAPER BOXES, at Manufacturer's Prices.

Sole Agents for

MESSRS. TURNBULL, JNL., and

SOMERVILLE'S

MALTESE CIGARETTES.

MacEWEN, FRICKEL & CO.

Hongkong, January 8, 1885. 40

Notices to Consignees.

STEAMSHIP SAGHALIEN.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamships

Gange, Inveroy and Empress des Ventes, from London, Havre and Bordeaux, in connection with these Steamships are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after the 24th instant.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 2 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 20th instant, at noon, will be subject to rent, and landing charges at 1 cent, per package per diem.

All Claims must be sent in to me or before the 23rd instant, or they will not be recognised.

No Fire Insurance has been effected.

G. de CHAMPEAUX,

Agent.

Hongkong, February 13, 1885. 254

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 24th February, 1885, at 2 p.m., at No.

3, West Terrace—

THE WHOLE OF THE HOUSEHOLD FURNITURE, &c., comprising—

REF-COVERED DRAWING ROOM SUITS.

ENGLISH-MADE MARBLE-TOP CENTRE TABLE, MARBLE-TOP SIDE TABLES, COLOURED PICTURES, MIRRORS, GESSALERS AND GAS BEAKERS, AND CARPETS.

EXTENSION DINING TABLE, SIDEBOARD, WINEWOTHS, GLASS, CHOCOLATE AND PLATEDWARE.

DOUBLE AND SINGLE BEDHEADS, WARDROBES, GLASS, BOOK CASE, CARD TABLES, BLACK AND GESSALER, CHILD'S CRIB, TOILET TABLE AND GLASS, AND WASHSTAND.

A SQUARE PIANO, by RALEIGH & DUNSON, &c., &c.

Catalogues will be issued.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, February 18, 1885. 251

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

Antonio,

Captain Bragg, will be

dispatched as above on

WEDNESDAY, the 26th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, February 18, 1885. 274

To-day's Advertisements.

HONGKONG RACES—1885, 26th, 27th and 28th February.

Rule 15.—ADMISSION to the GRAND STAND and ENCLOSURE for MEMBERS of JOCKEY PRO, for Non-Subscribers, 50 for the Members, 25 for Admission to the New Stand 31 per diem.

Rule 16.—TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE to be had on application to J. THURBER, Esq., Hon. Treasurer, and at the Gates on Race Days.

No one admitted without a Ticket, to be shown to the Gate-keeper.

H. J. TRIPP,

Clerk of the Course.

Hongkong, February 18, 1885. 278

FROM GLASGOW, LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenorchy* having arrived

from the above Ports, Consignee of Cargo by her and by the S.S. *Assyrian Monarch* from NEW YORK, are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Underwriters, whence and from the Wharves or Boat delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-morrow, the 19th instant.

Cargo remaining undelivered after the 24th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, February 18, 1885. 279

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

The P. & O. S. N. Co.'s Steamship

Khiva, Capt. A. McIver, will leave for the above places on TUESDAY, 24th instant, at 3 p.m.

A. McIver,

Superintendent.

Hongkong, February 18, 1885. 276

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIIGO.

The Steamship

Mertonshire, D. T. Murray, Commander, will be despatched for the above Ports on WEDNESDAY, the 25th instant.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, February 18, 1885. 282

N O T I C E .

THE FOREIGN TAILOR SHOP, No. 67, Queen's Road Central, under the style TUNG HING, has been established for years. It has been a favorite with its Customers. Mr. LEUNG SHU, in the year 1883 entered into service of the Shop, as a Servant, and on the 15th February, 1885, he has RESIGNED his POST to go somewhere else. Customers and Debtors in the said TUNG HING Shop are requested to come personally to the Shop to pay what they owe and get their Receipts. After this information, Debtors to the TUNG HING Shop are requested not to pay TUNG HING: account to LEUNG SHU, but to TUNG HING's who will come personally to receive the Payment. Payments will also be received when sent to the Shop, where proper Receipts for the same can be had.

TUNG HING,

Tailor, Central District.

Hongkong, February 18, 1885. 280

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ENGLISH ABBEY, American barque, Capt. J. T. MURRAY.—ADAMSON, Bell & Co.

UNIVERSITY, American barque, Capt. W. H. HAGAN.—ADAMSON, Bell & Co.

INVINCIBLE, American ship, Capt. J. S. FENNING SKINNER.—Order.

JESUS OSBORNE, British ship, Captain J. Wilson.—CARLOWAY & CO.

MELBOURNE, British barque, Captain Lightly.—MELBOURNE & CO.

BLANCHARD, American barque, Capt. J. T. GOULD.—ARNOLD, Karberg & CO.

NELLIE M. SLADE, American schooner, Capt. J. T. GOULD.—ARNOLD, Karberg & CO.

PENELOPE, British schooner, Capt. E. P. MINOR.—E. MATHER.

SAMAR, American ship, Capt. Oliver O. Jones.—ADAMSON, Bell & Co.

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SHIPPING.

ARRIVALS.

February 17, 1885.—

Enterprise, American corvette, 1,376, Commander A. S. Barker, Shanghai Feb.

13, 1885.—

Swift, British gun-vessel, 784, Capt. A. C. Bromley, Amoy February 16.

Kuang Lee, American steamer, 1,507, R. Andrew, Shanghai February 14, and Swatow 17, General.—RUSSELL & CO.

Camel, British steamer, 1,049, Daily, Kutchinotz February 13, Coal.—BUTTERFIELD & SWIRE.

Francisco Regis, Spanish ste

THE CHINA MAIL.

struct a railway to Berber. The distance between Suakin (the Red Sea port nearly opposite Mecca, where so much fighting took place with Osman Digna) and Berber is 241 miles, and as Khartoum is 200 miles to the South-west, a railway of 445 miles would bring Khartoum into direct communication with Suakin, with which port and Suez there is, we believe, regular communication by steamer. One more fact is worth noting, and that is this, that Massowah (the port lately occupied by the Italians with the consent of England) is only about 260 miles down the Red Sea below Suakin, and that the trade which is certain to be fostered by Italy will lead to the extension of the railway, by way of Kassala, between Khartoum and the port of Massowah. This railway will doubtless do more for Egypt than has been done by the bloodshed of the past few years.

A VALUED correspondent draws our attention to one or two incidents which have taken place during the 'reparis' now being carried on by the French against the Chinese. On the day after the destruction of the Chinese fleet at Pegoda Anchorage, the French destroyed the Customs barge that was used for buoy work; it had been placed for safety up a creek at the side of Custom House. Again, the French seized the Customs steamer *Felouco*, which was used as a lighthouse-tender, and retain her at Keeling. Against this our correspondent asks us to note that the Chinese Government have retained all the Frenchmen on the Foreign Customs staff, and continue their pay in full. As a further hint, or by way of appeal to the French, he sends us the following extract from 'Smeaton's Edystone Lighthouse,' published in 1791 (p. 28):—

The following anecdote has been related to me by such a variety of persons, that I cannot doubt of its having some foundation in truth, though no mention has been made thereto by Mr. Ruydorff. The relation will therefore I trust be acceptable to my readers, as it at once shews the great estimation in which this building has been held by foreigners, even such as were, at the very time, enemies of this country. Louis the XIV. being at war with England, during the preceding with this building, a French privateer took the men at work upon the Edystone rock, together with their tools, and carried them to France, and the captain was in expectation of a reward for the achievement. While the captives lay in prison, the transaction reached the ears of that monarch. He immediately ordered them to be released, and the captives to be put in their place; declaring, that though he was at war with England, he was not at war with France. The French privateer, however, did not go back to their work with presents, observing that the Edystone Light-house was so situated, as to be of equal service to all nations having occasion to navigate the channel that divides France from England.

Mr. Ruydorff remarks upon the face of his print, that 'it is the work of art and policy to keep these four men-of-war here to protect the works of man.'—*The Review*, of 42 guns;—*The Chartist Galley*, of 36 guns;—*The Simulacrum Prince*, of 32 guns;—*The Orient*, of 30 guns;—and, probably in consequence of the accident here related,

A 14-ton gun and several cases of smaller ones, besides a quantity of munitions of war, were discharged from the *Glyndford* at the Hunt's Wharf, Shanghai, on the 13th instant.

H. E. von Möllendorff, states a Japan vernacular paper, is said to have induced the Korean Government to engage Germans as engineers for working the mines of which Korea is known to possess a large number, and also as military instructors.

This plan of the Shanghai Cargo Boat Co., it is intended, shall this year consist of—1 Steam Launch, 32 Wooden Cargo Boats aggregating 1,105 tons, 12 Iron Cargo Boats aggregating 800 tons, which will be quite enough for the efficient working of the business of the Company.

A RUMOUR is current, says the *Hiroo News*, that Mr. von Möllendorff had become a naturalized Korean, and that he tells the Koreans he was born in Korea, but when seven years old was shipwrecked and taken to Germany, where the different food, clothing, &c., gradually changed his features. The credulous natives believe him.

Thus Duke of Cambridge has approved the appointment of Lieut. L. B. Friend, R.E., who will be remembered by many in Hongkong as an ardent cricketer, to be Secretary to the Royal Engineering Committee at Chatham, in succession to Captain G. W. Addison, resigned. Lieut. Friend is at present one of the instructors in fortification at the Royal Military College, Sandhurst.

On the afternoon of the 7th instant three sailors from H. M. S. *Swift* were tried at H. B. M. Consulate at Amoy for assault (inflicting grievous bodily harm) on an old Chinese fruit-seller. The evidence showed that the men had attempted to take some oranges without paying for them, and on the Chinese objecting, they assaulted him.

The men were each sentenced to 6 months' imprisonment with hard labour, with a fine of \$15 and costs. The assessors were Messrs. Orr and Price.—*Gazette*.

The following information supplements that given in the telegram sent to an American paper, and published by us on the 8th instant:—The London correspondent of the *Manchester Guardian* understands that several noblemen and gentlemen of influence are considering the desirability of forming a syndicate in order to raise five millions sterling for the purpose of building a fleet of war cruisers. It is intended by the promoters of this movement to rapidly construct a number of vessels on somewhat similar plans to those described by Mr. W. Pearce in the *Times*, with a speed of not less than twenty-five miles an hour. If this project be carried out the new cruiser fleet will be placed at the disposal of the Government, not for the purpose of securing a profit, but the syndicate will under the circumstances be able to turn them to any use. A sufficient number of influential names have already been given to this proposal to encourage the belief that it will be carried into effect, though the precise details have not yet been decided upon.

The blockade runner *Waverley* cleared from Shanghai on the 13th instant for Hongkong. She is supposed to leave in ballast.

On the 5th instant we (*N.-C. D. News*) published a *Reuter's* telegram to the effect that an English woman had been shot by O'Ross. The Hongkong paper has had exactly the opposite news supplied them. Thus:—

'London, 3rd February.—An English woman fired a pistol at O'Donovan Rossa in New York and wounded him, but not seriously.'

This is simply indefensible. We do not pretend to say where the blame lies, but there is evidently either gross carelessness or gross stupidity on the part of some other.

In commenting on the recent scare at Shanghai from the appearance of the French fleet off Gutzlaff, the *N.-C. Daily News* says:—But the Tao-t'ai seems to have flown into a great state of fluster, and had it not been for the timely warning he received from Mr. Giles, H. M. Vice-Consul in charge, it is likely that he would have committed the serious blunder of blocking the Huangpu and the Waibaidu Bridge.

This railway will doubtless do more for Egypt than has been done by the bloodshed of the past few years.

A VALUED correspondent draws our attention to one or two incidents which have taken place during the 'reparis' now being carried on by the French against the Chinese. On the day after the destruction

of the Chinese fleet at Pegoda Anchorage, the French destroyed the Customs barge that was used for buoy work; it had been placed for safety up a creek at the side of Custom House.

Again, the French seized the Customs steamer *Felouco*, which was used as a lighthouse-tender, and retain her at Keeling.

His Worship, the Tao-t'ai, yesterday went to the scene of the accident, where we understand, the *Castello* was then still resting upon the rock forward, but had a heavy list to port, about 20°. It was thought, however, that she would be able to retain her position through the night.

We also learn from a gentleman who was

on board the steamer this afternoon that when he left her, two junks, with nearly 100 men, were engaged in taking out the cargo of coal.

The storm is knocked in to a point above the deep load line, leaving a great gap.

It is believed, in spite of the heavy list, that if the wind holds in its present direction the vessel will probably keep her position, but should it shift to the East, and an easterly swell be raised, she would drift off the rock and sink.

The collision bulk-head of the *Castello* had already given way and the water was up to the bulkhead forward of the forecastle.

H. M. gunboat *Swift* went out at about 5 p.m. for the purpose of standing by the stranded vessel through the night.

THE CHINA FIRE INSURANCE CO., LIMITED.

The following is the report for presentation to the shareholders of the Hongkong

Fire Insurance Company, Limited, at the

sixteenth ordinary meeting, to be held at the company's office, at three o'clock p.m. on Tuesday, the 24th February, 1885:—

The Directors have the pleasure to submit their Annual Report, and the statement of accounts for the past year.

1883.—The Balance at Credit of Working Account as per last Report was £189,978.34

Product Dividend of £3.00 per Share on 20,000 Shares paid in 1884.—£60,000.00

Losses and Claims under 1883 policies paid in 1884.—27,404.20

Returned Premium on Policies cancelled &c. 3,310.23 90,774.44

Balance of Profit \$9,203.90

This amount your Directors propose to apportion as follows:—\$40,000 as a Final Dividend of \$2 per Share; (making \$5 for the year); \$28,681.90 as Bonus on contributions of Premium by Shareholders; and \$3,522 to Reserve Fund, increasing the same to \$57,500, which it is hoped will meet with approval.

The Colonial Secretary seconded, and the bill was read a second time.

The Attorney General then said he would give notice that he would move the Council to go into committee on the bill at next meeting.

ADJOURNMENT.

The Colonial Secretary moved the adjournment of the Council until this day fortnight.

The Hon. P. Ryrie:—What about the Jury List. We ought to consider that before the end of February.

After consultation, it was agreed to hold a meeting on Tuesday next, for the special purpose of considering the Jury List. There will be no other business, and the meeting will be held with closed doors.

Stranding of the S. S. 'Castello.'

Reports were received here at an early hour this morning, from the British steamer *Camelot*, which arrived this morning from Kochinchua, and also from H. M. gunboat *Swift*, that the steamship *Castello*, which has been running on the Union Line, was ashore on Flat Island, a little outside the Ly-ee-mun Pass, about 24 miles inside Cape D'Aguilar, and about 2½ miles to the S. E. of Cape Collinson.

Shortly after the information of the casualty was received, the Agents of the Union Line, Messrs Russell & Co., sent the news actually for tug-boats to proceed to Woosung and tow the frigate into its newly assigned position; but it appears that the order was afterwards countermanded, and the frigate is for the present to remain where she is. It is no doubt this caused the alarm given rise to some absurd rumour which was circulated in the Settlement yesterday morning. So serious was the alarm that all the Indo-China Co.'s steamers and some others got up steam yesterday afternoon to proceed to Woosung.

The following passengers have booked for the Far East:—

Per P. & O. steamer *Rearne*, from London, Jan. 14.—To Yokohama: Mr. S. Hillars, Mr. and Mrs. Pitt, 'Shanghai'; Mr. and Mrs. F. Major and child, Mr. Alex. W. V. Gibb, Mr. E. Whealey, Mr. F. A. St. Croix, Mr. and Mrs. Wilburt, To Hongkong: Mrs. L. Edwards, Mr. McGregor, Mr. Fulton, Mr. and Mrs. John Lindsay, Mr. John Galbraith, Bandmaster Kelly, wife, and infant.

Per P. & O. steamer *Parramatta*, from London, Jan. 15.—To Shanghai: Mr. and Mrs. Parlane.

Per P. & O. steamer *Mongolia*, from Venice, Jan. 21, from Brindisi, Jan. 26.—From Venice.—To Shanghai: Mr. A. Burman, Mrs. Dering and three children, Miss Durrien, From Brindisi.—To Hongkong: Mr. E. B. Allen, Mr. H. C. Müller, and Lieut. Viickermann.

Per P. & O. steamer *Venice*, from London, Jan. 21.—To Shanghai: Mr. C. Blew, Mr. F. G. Collier, Mr. Kates-Hawke, from London, Feb. 1.—To Hongkong: Mr. and Mrs. Hunt and child.

Per P. & O. steamer *Mercurio*, from London, Feb. 11.—To Hongkong: Mr. and Mrs. J. Dyer Ball.

Per P. & O. steamer *Messilia*, from London, Feb. 26.—To Shanghai: Mr. G. Gout, Mr. R. Cain, Mr. and Mrs. J. A. Hawes.

The following information supplements that given in the telegram sent to an American paper, and published by us on the 8th instant:—The London correspondent of the *Manchester Guardian* understands that several noblemen and gentlemen of influence are considering the desirability of forming a syndicate in order to raise five millions sterling for the purpose of building a fleet of war cruisers. It is intended by the promoters of this movement to rapidly construct a number of vessels on somewhat similar plans to those described by Mr. W. Pearce in the *Times*, with a speed of not less than twenty-five miles an hour. If this project be carried out the new cruiser fleet will be placed at the disposal of the Government, not for the purpose of securing a profit, but the syndicate will under the circumstances be able to turn them to any use. A sufficient number of influential names have already been given to this proposal to encourage the belief that it will be carried into effect, though the precise details have not yet been decided upon.

The following charters were effected in Amoy during the fortnight ending the 11th instant:—

Gloster, 7,300 piculs, to Batavia, 20 lay days, £1,550.

Charley, 8,200 piculs, Nagasaki, Foochow or Amoy, 14 lay days, £2 per ton.

Claro Bahia, 9,500 piculs, Nagasaki to Amoy, 16 lay days, £2 per ton.

S. S. *Herer*, 10,000 piculs, Bangkok to Hongkong, 11 lay days, 12 piculs per ton.

Plough Bahia, 5,800 piculs, Nagasaki to Amoy, 17 lay days, £700.—*Gazette*.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the members of the Legislative Council was held this afternoon. All the members were present.

UNCLAIMED BALANCES ORDINANCE, 1885.

On the motion of the Attorney General, seconded by the Colonial Secretary, this bill was read a third time, and finally passed.

THE WEIGHTS AND MEASURES ORDINANCE, 1885.

The Attorney General moved that this bill be recommitted for the purpose of

striking out the last paragraph of the schedule, which provided: 'Steelworks shall be

graduated on both sides of the beam in

such manner as to render the marking

visible to the buyer as well as to the seller.'

He understood from his hon. friend, Wong Shing, that there were some practical difficulties.

The Hon. Wong Shing said he saw that

the Chinese stevedores used in the stores

were marked on three different scales, and it was impracticable to have these marked

in such a manner as to render the scales

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JULES MUMM & Co.'s
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Quarts \$20 per Case of 1 doz.
Pints \$21 " 2 "
Dubos Frères & de Gernon & Co's
BORDEAUX CLARETS AND
WHITE WINES.

Baxter's Celebrated "Barley Broo"
WHISKY, \$7 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

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BRAND "DUC DE NORMANDIE,"
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PACKING ESTABLISHMENT IN NORMANDY.

I 1lb tins and Cakes of 48 tins each.
Sold in Quantities of not less than one
dozen tins, at \$6 per Dozen.
Reduction made to Purchasers of one
case and upwards.

G. R. LAMMERT,
Sole Agent.
Hongkong, October 4, 1884. 1683

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Hongkong, January 15, 1883. 151

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Hongkong, January 23, 1884. 143

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Possesses a vitality of its own that often
outlives the rest of the physical organism.
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disease, internal wear and tear, age, it
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Superior to all other preparations for the
dressing of the hair. It imparts pliancy,
silken softness, and a fine lustre to the
hair, and cures Sead Head, Itching Humors, Tetter Sores, Dandruff,
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Hongkong, December 23, 1884. 2164

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THE VICTORIA EXCHANGE,
suitable for a Large STORE, for SHOW,
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with or without GOODWERS and DWELLING
HOUSE; the Promises can be Subdivided
to suit TENANTS.

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Hongkong, February 10, 1885. 243

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Hongkong, December 24, 1884. 2165

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THE BASEMENT FLOOR, GODOWN
and OFFICE, No. 8, QUEEN'S ROAD CENTRAL,
either Whole or Separately.

Apply to
G. R. LAMMERT.

Hongkong, January 25, 1885. 125

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Commodities and well ventilated
GODOWNS on his New Premises in
DUDDLE STREET, next to the ORIENTAL
BANK.

F. E. FOSTER,
Agent.

Hongkong, February 10, 1885. 239

NOTICE.

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MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBIA, PONDBICHERRY,
MADRAS, CALCUTTA, SUEZ, ADEN,
PORT SAID.

MEDITERRANEAN AND BLACK
SEA PORTS.

NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO BORDEAUX, LE HAVRE, DUNKIRK,
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NEW BUNGALOW—FURNISHED, at
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COURT.

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Apply to
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Hongkong, February 14, 1885. 259

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NORTH BRITISH & MERCANTILE
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THE Undersigned AGENTS of the above
Company, are authorized to Insure
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GILMAN & Co.

Hongkong, January 1, 1882. 14

LANGSHIRE INSURANCE
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CAPITAL, TWO MILLION STERLING.

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Policies against the Risk of FIRE on
Buildings or on Goods stored therein, or
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Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
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for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information apply to

ARNHOLD, KAHLBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1885. 100

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George the First,
A. D. 1720.

THE Steamship SAN PABLO will be
despatched for San Francisco, via
Yokohama, on TUESDAY, the 3rd March,
at 3 p.m.

Connection being made at Yokohama
with Steamers from Shanghai and Japan
ports.

Policies will be received on board until 4
p.m., Specie and Parcels up to 3 p.m. on
the 23rd February, 1885. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 12, 1885. 250

**Occidental & Oriental Steam-
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TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA,
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Yokohama, on TUESDAY, the 3rd March,
at 3 p.m.

Agents for the above Corporation are
prepared to grant Insurance as follows:—

Marine Department,

Policies issued at current rates, payable
either in London, or at the principal Ports
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25,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

NOTICE.

QUEEN FIRE INSURANCE COM-
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THE Undersigned are prepared to accept
Risks on First Class Godowns at
per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881. 93

**THE STRAITS INSURANCE COM-
PANY, LIMITED.**

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to GRANT POLICIES on MARINE
RISES to all parts of the World, at current
rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1882. 285

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

Runs DAILY as a FERRY Boat between
Pedic's Wharf and Tsim-Tsui-Tai at the
following hours:—This Time Table will take
effect from the 1st November, 1884.

WEEK DAYS. SUNDAYS.

Leaves Kowloon. Leaves Kowloon. Leaves Kowloon.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

8.00 " 8.30 " 7.30 " 8.00 "

8.50 " 9.00 " 9.00 " 10.15 "

9.45 " 10.45 " 11.00 " NOON.

10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M.

12.45 P.M. 1.00 " 1.30 " 2.00 "

1.30 " 2.00 " 2.30 " 3.00 "

2.30 " 3.00 " 3.30 " 4.00 "

3.20 " 3.50 " 4.20 " 4.35 "

4.10 " 4.30 " 5.00 " 5.10 "

4.50 " 5.10 " 5.30 " 5.50 "

5.25 " 5.40 " 6.10 " 6.30 "

6.05 " 6.30 " 7.00 "

6.